

14. ANZAC DRIVE ARTWORK - PROPOSED SITES

Officer responsible
Community Advocate

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The purpose of this report is to seek a Board decision to support a site on Anzac Drive for the proposed artwork.

A group of Community Board members and representatives from the New Brighton Returned Services Association are working towards installing an artwork reflecting the Anzac spirit alongside the new Anzac Drive. A suitable site has still to be decided on. An appropriate site will provide a setting to draw attention to the artwork, make it accessible for viewing at close range and give significance to the name Anzac Drive.

At the Board meeting on 18 November 2002 a report was tabled from the Parks and Waterways Unit on possible uses for five surplus parcels of land which are adjacent to the new expressway. One of these parcels, at the intersection of Pages Road and the expressway, was suggested as a possible site for the artwork. At a meeting of the artwork advisory group prior to the Board meeting it was decided that this site was not considered to be a suitable venue for the artwork. The Board accepted that decision and asked that a report be provided on all site options considered by the advisory group, with input from Council Units who have expressed concerns or reservations for a variety of reasons about why a particular site would not be appropriate. The sites considered by the Advisory Group and the advantages and disadvantages for each site are listed as follows (a map of the sites is attached).

Site 1 - South West corner of QEII Drive/Anzac Drive roundabout

Advantages:

- This site is visible from both approaches and has a high profile because of traffic numbers and is relatively unplanted at this time.

Disadvantages:

- There are concerns about accessibility because of "No stopping" restrictions on both adjoining roads. There is no parking within easy walking distance that would not involve having to cross Anzac Drive on foot.
- Extensive planting is planned around the site with trees and bushes which will grow to a substantial height and limit views of the artwork.

Site 2 - Anzac Drive between Travis Road and New Brighton Road near Chimera Crescent walkway

Advantages:

- This site was initially considered by the Advisory Group to be ideal.
- The visibility would be high; it is at the junction of a formed walking track; accessible by car from Chimera Crescent; a waterway between the artwork and Anzac Drive would mean cars would not be tempted to stop in the "No stopping" area of the new expressway so people could have a closer look; and the waterway would add another dimension to the artwork.

Disadvantages:

- Barkers Waterway which runs beside Anzac Drive has been planned as an ecological corridor leading to Travis Wetland and a large metal structure does not fit the environment.
- To be visible the artwork would need to be large and would be intrusive to the theme of native planting and a wildlife habitat.
- It would be difficult to find an access point to drive up to the artwork via Chimera Crescent.
- People driving along Anzac Drive and noticing the artwork would find it awkward to determine how to reach the site.
- Concern expressed about the distraction to passing traffic.
- The site is very close to a wildlife flight path which can draw the attention of passing motorists and it was felt that an artwork at this site could be a further distraction and a possible hazard.

Site 3 - Eastern Part of Cedarwood Reserve

Advantages:

- This site is visible from both Anzac Drive and New Brighton Road.
- It can be accessed from Hulverstone Drive where parking is also available, and from the cycleway/walkway that runs along the Avon River.
- It could trigger a landscape design plan for the reserve. It has been cut off from the main part of Cedarwood Reserve and it can become an area in its own right, whereas the other part of Cedarwood Reserve serves as a more active recreation area and has play equipment.
- The Anzac theme can be strongly represented within its own space and small gatherings/events can be catered for if they evolve in the future.
- It creates less conflict with the more natural/ecological values that are being created along the expressway to the north of the Avon River, leading towards Travis Wetland.

Disadvantages:

- The site is a little lower than the bridge and off ramp so it may feel less prominent.
- It may incur further expense as the area around it ideally should be landscaped in time.

Site 4 - Eureka Street, corner of Anzac Drive

This site was considered by the advisory group and rejected because of the low profile of the site. It is felt by the advisory group that the artwork ideally needs to have a strong connection to Anzac Drive to have full significance.

Disadvantages:

- Access to the site is from the cul-de-sac formed at the end of Eureka Street where parking is limited.
- A "No stopping" restriction is in force for the whole extent of Anzac Drive and drivers may ignore the restriction to stop to view the artwork.

Site 5 - Bexley Road cul-de-sac, opposite Carisbrooke Street

The site would be a good option but has been proposed for a reserve named after Jack Hinton VC. The advisory group felt there was a strong possibility that the artwork if placed here might become known as the 'Jack Hinton' artwork. While recognition for Jack Hinton is a priority the advisory group wants the Anzac spirit and significance strongly associated with the artwork and to memorialise all servicemen and women rather than just one individual.

Site 6 - North east corner of Pages Road and Anzac Drive

The advisory group felt this site is too busy with its proximity to a major intersection to make the artwork stand out and be noticed. The artwork might be distracting for traffic if it is noticed or else not seen at all.

Disadvantages:

- Traffic signals and "No stopping" restrictions limit access.
- Too remote from the origins of Anzac Drive.

Site 7 - Anzac Drive, east of Pages Road

Unsuitable as no access to the site.

Site 8 - Bexley Road/Anzac Drive corner

The advisory group considered this site to be too far away from the start of Anzac Drive, which is considered to be at the Travis Road/Frosts Road junction.

CONCLUSION

The merits of each site have been considered by members of the advisory group and Council staff. Input has been sought from staff in the Parks and Waterways Unit and the City Streets Unit and their opinions have been included in the details of each site as listed. A decision about the preferred site needs to be made to include in the design brief for artists, which is ready to be confirmed and sent out.

The Advisory Group is meeting again prior to the Board meeting and its site preference will be reported verbally.

Staff

Recommendation: That the Board confirm a preferred site for the Anzac Drive artwork.

Chairperson's

Recommendation: For discussion.